

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 6:40 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 301 Const Calendar Day: 410 Date: 19-Jul-2013 Friday
Inspector Name: Feather, Bernard Title: Transportation Engineer
Inspection Type: Intermittent
Shift Hours: 08:00 am 05:00 pm Break: 01:00 Over Time:
Federal ID:
Location:
Reviewer: Shedd, Bill Approved Date: 20-Nov-14 Status: Approved

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature 7 AM 12 PM 4PM
Precipitation Condition Clear, warm

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

IERBYS site visit 0900-1000. Inspect delivery of material for mechanical piping pipe supports. Track progress of FWS mechanical piping installation. Work on mechanical punch list. Misc MEP paperwork and write diaries.



04-0120F4 Bid Item: 122 0-000-000.122 CCSF SEWER FORCE MAIN (10 NPS)
F.W. SPENCER AND SON, INC

Diary:

Dispute

6", 10", and 12" DIP PS Delivery 122 0-000-000.122

I met with Tom Colombo at 1000 in the FWS trailer at Pier 7 to discuss the activities for the day. He showed me a box of threaded rods that had been delivered that morning. The rods thread through the rollers for the PS-22 and PS-23 pipe supports for supporting the DIP force mains at the transition between the SAS and Skyway structures. I inspected the material, found it was free from damage and complete per the attached COCs, and pulled the orange tags.

Also delivered during the morning was the longer WT sections for PS-5 pipe supports at the expansion loop at PP 125. Review of the packing slips, COCs and Mill Certs indicated the material was cut sections of WT 6 x 25. The approved shop drawings specified WT 6 x 17.5, and as such, this material was rejected.

Sal Gomez, new hire welder for FWS, spent the shift welding the standard sized WT for the 10" CCSF Sewer Force Main PS-5 west of PP 125 EB.

At PP 102 along the south barrier of the WB bridge, the painters were painting the deck of the OBG outside the barrier and I noted that they painted the inside of the PS-12 channels. I informed Bill O'Sullivan that this paint would have to be removed at that location and at all PS-12 locations before the concrete is poured.



04-0120F4 Bid Item: 125 0-000-000.125 DOMESTIC WATER (2 1/2 NPS)
F.W. SPENCER AND SON, INC

Diary:

Dispute

Bike Path Piping 125 0-000-000.125

ddrRptbyBidItem

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Feather, Bernard

Diary #: 301

Date: 19-Jul-2013

Friday

Tim Esquivel and Josh Johnson spent the shift setting up access, then welding lugs on the bike path 2 1/2" DW line at the PS-7 at PP 110.

Ian Burkhardt and Wayne Ellis spent the shift installing the PS-3 and PS-3s pipe clamps on the 2 1/2" DW and 4" CA lines from approximate PP 75 to PP 79 along the bike path.

04-0120F4 Bid Item: 126 0-000-000.126 COMPRESS AIR (4 NPS)

F.W. SPENCER AND SON, INC

Diary:

Dispute ☐

Mechanical Piping 126 0-000-000.126

Barry Mallaney spent 4 hours and Jim Perry spent the shift welding the branch utility outlets on sections of 4" CA line to be installed on the north barrier of the WB bridge at the transition between the SAS and Skyway structures.

Dave Law spent the shift laying out pipe runs for the expansion loops at PP 125, and assisted in the other operations.

Narciso Biagi served as the general foreman and Tom Colombo as the superintendent in support of all the FWS operations.

At 1430, I met with Rob Kobal at the site to discuss potential problems with the 4" CA line. ABF began using the permanent air line to power their air power tools when the deck was cleared for paving in mid-June. The compressor at the YBI substation could not provide enough capacity, so ABF used their air compressor at W2 to supplement the CT compressor. Rob Kobal indicated that the permanent air line is not full of condensate and demonstrated by opening a valve on one of the lines. He indicated that he wanted these lines purged such to not damage the traveler pneumatics during testing.

I notified Bill O'Sullivan of this issue and suggested that the driers on the ABF compressor needed servicing. I also asked him to open the valve at all the locations where there is an automatic drain on the permanent system.

CCO-187 Bid Item: 001 0-MSI-EFA.187 MEP/Structural Interferences

F.W. SPENCER AND SON, INC

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: F.W. SPENCER AND SON, INC								
Plumber/Pipefitter	JNM	NARCISO BIAGI	2.00	0.00	0.00	2.00		<input type="checkbox"/>
Plumber/Pipefitter	FOR	TOM COLOMBO	2.00	0.00	0.00	2.00		<input type="checkbox"/>

Diary:

Dispute ☐

Mechanical Piping 001 0-MSI-EFA.187

Barry Mallaney spent 4 hours welding the victaulic grooved ends on the 4" CA line over the cable housing at PP 119 to PP 121 outside the north barrier of the WB. This work was directed in the response to RFI 3347.

Narciso Biagi spent 2 hours laying out the work, and Tom Colombo spent two hours grooving the 4" pipe stubs that Barry M. welded on the 4" CA lines.

CCO-229 Bid Item: 002 0-ALS-ALS.229 Compressed Air Line Pipe Support

F.W. SPENCER AND SON, INC

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Feather, Bernard

Diary #: 301

Date: 19-Jul-2013

Friday

Diary:

Dispute

Bike Path Piping

002 0-ALS-ALS.229



I went to bike path on July 15 to measure the clearance between the installed 4" piping and the suspender brackets. Every location I measured met the requirement of at least 19mm clearance, with the exception of PP 16, where the clearance may be slightly less and PP 14 where I could not measure due to the presence of the emergency egress gate runner.

At 1500, I discussed this issue with Tom Colombo and asked him to remeasure the clearance at PP 16 and measure the clearance at PP 14. I informed him that this would not be extra work because it is a requirement of CCO 229.